

APPENDIX D

Workshop 3 – Transit



WEST DAVIS
CORRIDOR

Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Meeting Name: WDC Shared Solution Alternative Workshop – Transit Elements

Meeting Date: Monday July 28, 2014

Meeting Time: 9:30 a.m. to Noon

Location: Clearfield City Hall - Multi-Purpose Room (55 South State Street, Clearfield, UT)

Agenda:

1. **Welcome and Introductions** – Brianne Olsen, TLG – 5 min
2. **Purpose of the Meeting** – Randy Jefferies, UDOT – 5 min
3. **Update on Roadway Elements** – Roger Borgenicht and Mike Brown – 10 min
4. **Review of Transit Strategies & Incentives to be Considered with the Shared Solution** – Roger Borgenicht and Mike Brown – 20 Minutes
 - What would a transit system look like?
 - Input from UTA

5 Minute Break

5. **Group Discussion on Transit elements for Shared Solution Alternative-** 90 min
6. **Recap of Transit Ideas to Move Forward** – 10 min
6. **Next Steps** – 5 min
7. **Adjourn**



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Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Major Categories of Suggestions/Recommendations - Transit

1. *Improving existing transit infrastructure or service*
 - a. 4: Increase capacity on FrontRunner
 - b. 17: Increase Main/State street bus frequency
2. *Providing new transit infrastructure or service*
 - a. 5: Circulators to employment centers, vans
 - b. 7,8,14,27,37: New service on east west routes
 - c. 13: Queue-jumping buses
 - d. 15: Dedicated Breezeways for bike/ped/transit
 - e. 23: New local service rail line in FrontRunner corridor
 - f. 30: Transit partnership with HAFB
 - g. 12: Dedicated bus lanes (at peak hours?)
 - i. Could be parking during most of day, BRT at peak hours.
3. *Understanding user needs and opportunities for potential ridership*
 - a. 29: More research to determine where people are going; plan transit service to match prevailing travel patterns
4. *Supporting, encouraging or incentivizing transit use*
 - a. 11: Add more dedicated bike routes
 - i. Bike capacity on buses; bike support at stops
 - b. 18: Improve accessibility to FrontRunner stations
 - i. Bridges or small tunnels over/under tracks to access far side
 - c. 19: Improve modal connections to transit (bike connection, park-n-rides)
 - d. 20: Branding: advertise transit more; make it familiar; education about system use; principles for good transit – 8 F's
 - e. 21, 22: Make transit free; or more affordable
 - f. 38: Land use to support transit
5. *Planning for future transit options*
 - a. 25: Upgrade transit lines incrementally
 - b. 26: Plan transit station and park-n-rides locations now
 - c. 28: Preserve north/south corridor for future transit lines

Shared Solution Workshop: Transit

Major categories of suggestions/recommendations

1. *Improving existing transit infrastructure or service*
 - a. 4: Increase capacity on FrontRunner
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 - b. 26: Plan transit station and park-n-rides locations now
 - c. 28: Preserve north/south corridor for future transit lines

Randy Jefferies

Vince Izzo

Kevin Kilpatrick

Brianne Olsen

Matt Sibul

GJ LaBonty

Ben Wuthrich

Mike Brown

Roger Borgenicht

Yaeko Bryner

Renae Widdison

Jason Steed

Tim Rodee

Dave Millheim

Dave Peterson

Andy Thompson

Lynn Vinzant

Scott Hess

Kyle Laws

Boyd Davis

Beverly Macfarlane

Ivan Hooper

Sherrie Christiansen

Brody Bovero

Woody Woodruff

Jayson Cluff



WDC Shared Solution Alternative Development Workshop #3 - Transit Elements – 7/28/14

Large Group Discussion:

- Improving existing transit infrastructure or service
 - Increase capacity on FrontRunner
 - Sunday service
 - Distance-Based Fare structure
 - More easy access to FrontRunner
 - Adding a 5th or 6th car would add to capital cars. Don't have a lot of reserve cars to add. Additional train cars are on the long range plan.
 - Long term –double tracks for increased service
 - Select double-tracking for 20 min. service.
 - Increase Main/State Street bus frequency
 - BRT line for 470 route is proposed in RTP
 - Splitting 470 bus route into sections would greatly improve reliability
 - Circulator routes buses/vans to get to FrontRunner stations
 - Park n' Rides at malls or larger empty parking lots
- Providing new transit infrastructure or service
 - Circulators to employment services
 - Freeport Center needs its own circulator
 - New service on east west routes
 - Main Street, Clearfield to Layton
 - One-lane bus and pedestrian bridge over tracks for easier access
 - Provide smaller transit modes to provide services, without larger bus/BRT
 - Acknowledge higher ridership with technology in model
 - Better coordinated street lights
 - Queue-Jumping Buses
 - Keep it moving except at stations
 - Signal prioritization needed
 - BRT lines in RTP have queue-jumping
 - Dedicated Breezeways for bike/ped/transit
 - Tunnels at busy intersections so transit/bike/ped can go under and not have to stop.
 - Only bike/ped would be cheaper to build.
 - New local service rail line in FrontRunner
 - Too expensive.

- Transit Partnership with HAFB
 - Already in place
 - Other job centers that could benefit?
 - Freeport Center
 - Falcon Hill
 - WSU Layton Campus
 - Implement circulator study
- Dedicated bus lanes at peak hours?
- Understanding user needs and opportunities for potential ridership
 - More research to determine where people are going; plan transit to match prevailing travel patterns (*more discussion at Land Use*)
 - WDC studied travel origins
 - Prevailing movement was North-South
 - 2012 UTA Survey has not been calibrated in model yet
- 4. Supporting, encouraging or incentivizing transit use
 - Add more dedicated bike routes
 - Bike capacity
 - Branding: advertise transit more; make it familiar; education about system use; principles for good transit.
 - UTA is open to dedicated circulator branded routes
 - Operationally difficult to swap out fleet between routes
 - Could use digital signage. Big enough for people to recognize the specific bus route
 - Application to help users know when and where bus is available
 - Make transit free or more affordable
 - Free will not work, riders need to pay
 - UTA is looking at implementing Distance-Based Fare and other fare restructuring.
 - UTA is always ok with making transit more affordable, as long as there is a back-up funding source
 - Equivalent Hive-Pass for Davis County
 - Cheaper transit during off-peak
 - UTA would like to implement regardless of WDC
 - Incentive for off-peak direction use
- Recap of ideas to incorporate:
 - Distance Based Fare system
 - Increased FrontRunner capacity, without full-on double track system
 - Bridge over UP tracks at Freeport to get to TOD
 - Looking at queue jumping
 - Breezeways
 - Implement circulator study
 - Look at household study to determine origin destination

- Branding for increased ridership
- 5C for preserving North-South routes

Next Steps:

- WDC team will work with UTA and Coalition on remaining ideas.
- Land Use Workshop will be rescheduled to accommodate Active Transportation & Health Summit

	Headway (Peak/Off-peak)	Train Configuration	Average Daily Weekday Ridership in 2020	Total Costs** (Millions)	Scope
Current	30/60	1 Comet/3 Bombardier	14,000-15,000		
Option 1	30/60 (F)	1 Comet/3 Bombardier	16,000-17,000	\$46 - 57	Includes refurbishing remaining 10 Comet cars at \$125k ea. Includes track, signal and special trackwork improvements.
Option 2	30/30 (F)	1 Comet/3 Bombardier	18,000-19,000	\$96 - 112	4 Additional Train sets; 4 Locos, 4 Bomb, 10 Comet. Includes track, signal and special trackwork improvements.
Option 3	15/60	3 Bombardier	26,000-27,000	\$230 - 255	Includes track, signal and special trackwork improvements. Includes satellite facilities in Ogden and Provo (\$10 mil ea.) to service vehicles as well as \$15mil in W.S. improvements. Includes purchasing 25 additional Bombardier cab cars @\$2.5 mil ea. And 10 additional locomotives @\$5.0 mil ea. to support 17 trains for 15 min service
Option 4		Double track and Electrify	Depends on headway	\$850 - 880	Includes satellite facilities in Ogden and Provo (\$15 mil ea.) to service vehicles. Also includes improvements to electrify Warm Springs (\$20 mil). Includes purchasing 25 additional Bombardier cab cars @\$2.5 mil ea. And 10 additional locomotives @\$5.0 mil ea. to support 17 trains for 15 min service

- Assumes 15 minute service will require 17 trains

- Assumes Comet refurb, \$2.5 mil, new Bomb, \$3.0 mil new Loco

(F) - indicates faster service. 15 min ea direction w/no North Temple layover

**Does not include operating costs or implementation of Positive Train Control

APPENDIX E

Workshop 4 – Land Use



Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Meeting Name: WDC Shared Solution Alternative Workshop – Land Use

Meeting Date: Thursday, September 4, 2014

Pre Meeting Luncheon: 12:15 PM

Meeting Time: 1:00 to 5:00 PM

Location: Syracuse Community Center (1912 West 1900 South, Syracuse)

Agenda:

1. **Welcome and Introductions** – Dan Adams, TLG (5 minutes)
2. **Purpose of the Meeting** – Randy Jefferies, UDOT (5 minutes)
3. **Shared Solution Principles Discussion** - Roger Borgenicht (5 minutes)
 - Boulevard Roadways
 - Compact/Mixed-Use Developments
 - Incentivize Transit
 - Connected/Protected Bikeways
 - Ramp Metering on I-15
 - I-15 Overpasses for Local Trips
4. **Review of Roadway and Transit Workshops** – UDOT and UTA (20 minutes)
 - Randy Jefferies (UDOT) and GJ LaBonty (UTA) review workshops 1 and 2
5. **Integrated Land Use Transportation Planning** –Introductions by Roger Borgenicht. Presentations and Facilitated Panel Discussion (1 hour)

Panel Members:

Reid Ewing – University of Utah, Department of City and Metropolitan Planning
Christie Oostema - Envision Utah
Ted Knowlton – Wasatch Front Regional Council
Stephen James - Daybreak



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Meeting Agenda

West Davis Corridor EIS

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5. 10 Minute Break

6. Breakout Groups – (1 hour)

- Farmington/Kaysville/Layton
- Clearfield/Sunset/Clinton
- West Point/Syracuse
- West Haven/Hooper/Roy

Facilitated groups to discuss potential land use changes in their cities based on the provided maps of the roadway and transit elements of the Shared Solution.

Questions to consider during the breakouts:

- Within your city, what are the opportunities or shortcomings of the concepts presented by the panel? (10 minutes)
- What reasonable and likely land use outcomes would result from the proposed roadway and transit elements of the Shared Solution (assuming no WDC highway)? *Tie this question to the maps at each table. Look for specific locations where land use types apply.*
 - In other words, if you had a boulevard within your city (and no WDC), what land use types are likely to occur along the boulevard? (40 minutes)
- What is the probability that these land use types would be implemented by 2040?
 - How acceptable would these changes be to city leadership, community members, and property owners? (10 minutes)

7. Large Group Debrief – Dan Adams, TLG (45 minutes)

- City representatives debrief their group discussions and ideas

8. Process Overview & Next Steps – Randy Jefferies, UDOT (15 minutes)

9. Adjourn







**West Davis Corridor EIS
Shared Solution Alternative Workshop #4
Land Use
September 4, 2014**

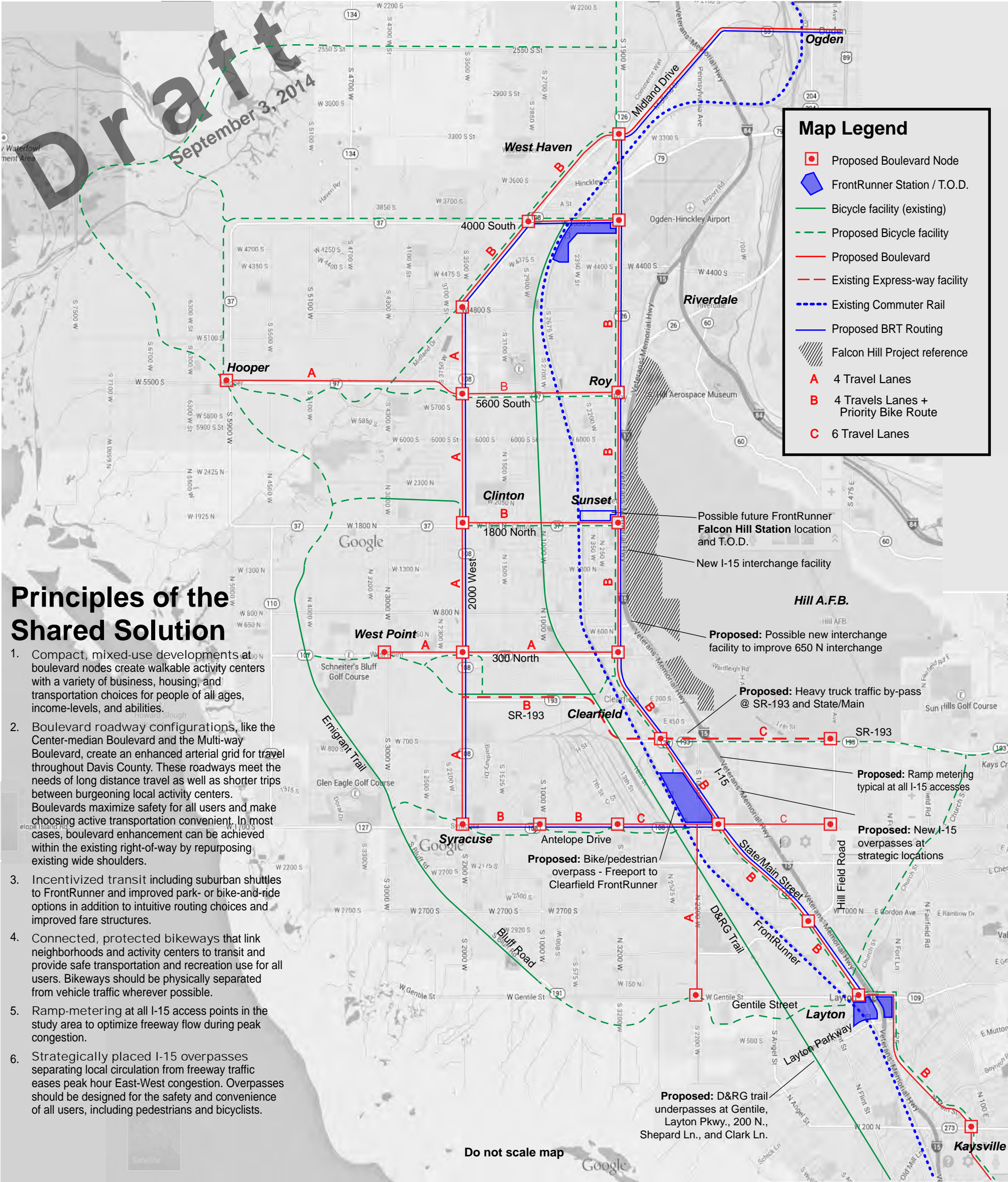
Please sign in **X**

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Thompson	Kaysville	X
Ann Floor	UBET	
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	X
Ben Wuthrich	WFRC	X
Betsy Herrmann	USFWS	
Beverly Macfarlane	Sunset	
Bill Wright	Layton	
Bob Stevenson	Layton, Mayor	
Boyd Davis	West Point	X
Brandon Weston	UDOT	
Brian Moench	UT Phys. for Healthy Environ.	
Brody Bovero	Syracuse	X
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Charles Allen	Inter Plan	
Chris Lizotte	UDOT	
Chris Montague	TNC	
Christie Oostema	Envision Utah	
Christopher G. Davis	Roy	
Curt McCuistion	Syracuse	
Dan Adams	The Langdon Group	
Dave Millheim	Farmington	X
David Peterson	Farmington	X
Dave Thompson	Avenue Consultants	X
Deb Sigman	Breathe Utah	



Dennis Cluff	Clintonr	
DJ Williams	Utah Waterfowl Association	
Eric Anderson	Farmington	✓
Eric Rasband	UDOT	✗
Erik Craythorne	West Point	
Glenn Bronson	Utah Airboat Association	
Heather Dove	Great Salt Lake Audubon	
Heather Dove	GSL Audubon	
Ivan Hooper	Avenue Consultants	✗
J.J. Allen	Clearfield	
Jan Zogmaister	Weber County	
Jared Hall	Roy	
Jared Hall	Roy	
Jason Steed	Citizens for Better Syracuse	
Jayson Clough	Horrocks	✗
Jeff Bilsky	Utah Birders	
Jeff Harris	UDOT	
Jen Fowler	The Langdon Group	
Jenny Schow	Syracuse	✗
Jim Talbot	Farmington	✗
John Buttenob	HDR	✗
John Gleason	UDOT	
John Larsen	WFRC	
John Petroff	Davis County	✗
John Thacker	Kaysville	✗
John Urbanic	USACE	
Josh King	The Langdon Group	✗
Josh Noble	Utah Mud Motors	
Judy	Hooper	
Julia McCarthy	EPA	
Karen Hamilton	EPA	
Kathy Van Dame	Wasatch Clean Air Coalition	
Kevin Kilpatrick	HDR	
Kevin Snow	Sunset	
Kirk Robinson	Western Wildlife	
Korry Green	Hooper	
Kris Peterson	UDOT	
Kyle Laws	West Point	
Leigh Gibson	Intrepid	

Leona Dalley	UDOT	
Leslie Duersch	UBET	
Linda Youngbell	Sunset	
Lynn de Freitas	FRIENDS of Great Salt Lake	
Lynn Vinzant	Clinton	
Madison Sehlke	The Langdon Group	
Mark Shepherd	Clearfield	
Matt Sibul	UTA	
Michael Brown	Technical Advisor	X
Mike Gailey	Syracuse	
Mike Seely	Horrocks	
Mike Weland	URMCC	
Mitch Adams	Clinton	
Ned Hacker	WFRC	
Noah Steele	Syracuse	
Norm Marshall	Technical Advisor	
Pam Krammer	DWR	
Paul Beaudet	Western Wildlife Conserv.	
Paul Ziman	FHWA	
Peter Matson	Layton City	
Phil Strobel	EPA	
Randy Jefferies	UDOT	
Reid Ewing	Technical Advisor	
Renae Widdison	UBET	
Rex Harris	UDOT	
Richard Mingo	URMCC	
Rob Dubuc	Western Resource Advocates	
Robert Grow	Envision Utah	
Robert Whiteley	Syracuse	
Roger Borgenicht	UBET	X
Roger Borgenicht	UBET	X
Ron Mortimer	Horrocks	
Scott Festin	WFRC	
Scott Hess	Clearfield, Planner	
Scott Stevenson	Sunset	X
Sean Wilkinson	Weber County	
Shane Marshall	UDOT	
Sharon Bolos	West Haven	
Stephen James	Daybreak	
Sherrie Christensen	Syracuse	X





Steve Anderson	West Haven	✓
Steve Erickson	Utah Audubon Council	
Steve Hiatt	Kaysville	
Steven Lord	Horrocks	
Ted Knowlton	WFRC	✗
Terry Palmer	Syracuse	x
Tim Rodee	Citizens for a Better Syracuse	
Tim Wagner	Sierra Club	
Vince Izzo	HDR	
Wayne Martinson	National Audubon Society	
Willard Cragun	Roy, Mayor	
Woody Woodruff	Layton	x
Yaeko Bryner	Friends of the Great Salt Lake	✓
Zach Frankel	Utah Rivers Council	
	National Audubon Society	
TO JENSEN	Syracuse City Planning com	X
STEVE PARKINSON	ROY CITY	X
Lynn Vinzant	Clinton City	x
Kent Bush	Clearfield City	X
DOUG PETERSON	SYRACUSE	
DON LEVER	LIBET	x
Chad Mullins	Bike Utah	✓
Brandon Rypien	Layton City	x
GE LABONTE	CITA	
Michael Millard	Clearfield	
Alon Moss	Layton	
Jason Steed	Syracuse	



Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Residential Density
TC	Town Center  	<i>Town centers provide localized services of tens of thousands of people within a two to three mile radius. One- to three- story buildings for employment and housing are characteristic. Town centers have a strong sense of community identity and are well served by transit.</i>	
	TC-1 Low Density	0.5 -1	10 to 20 units/acre
	TC-2 Medium Density	1-1.5	21 to 35 units/acre
	TC-3 High Density	1.5 or greater	36 to 50 units/acre
SC	Station Community  	<i>Station Communities are geographically small, high-intensity centers surrounding high capacity transit stations. Each helps pedestrians and bicyclists access transit without a car. Station Communities vary in their land use: some feature employment, others focus on housing, and may include a variety of shops and services.</i>	
	SC-1 Low Density	0.5 -1.25	20 to 40 units/acre
	SC-2 Medium Density	1.25-.2.5	41 to 70 units/acre
	SC-3 High Density	2.5 or greater	71 to 100 units/acre
MS	Main Street Community  	<i>Main Streets are a linear town center. Each has a traditional commercial identity but are on a community scale with a strong sense of the immediate neighborhood. Main streets prioritize pedestrian-friendly features, but also benefit from good auto-access and often transit.</i>	
	MS-1 Low Density	0.5 -1	10 to 20 units/acre
	MS-2 Medium Density	1-1.5	21 to 35 units/acre
	MS-3 High Density	1.5 or greater	36 to 50 units/acre

Land Use Designations

Code	Zoning Designation	Floor Area Ratio (min/max)	Residential Density
BC	Boulevard Community  	<i>A Boulevard Community is a linear center couple with a transit route. Unlike a Main Street, a Boulevard Community may not necessary have a commercial identity, but may vary between housing, employment, and retail along any given stretch. Boulevard Communities create positive sense of place for adjacent neighborhoods by ensuring that walking and bicycling are safe and comfortable even as traffic flows are maintained.</i>	
BC-1	Low Density	0.35 - 0.75	0 to 15 units/acre
BC-2	Medium Density	0.75 - 1	16 to 30 units/acre
BC-3	High Density	1 or greater	31 to 50 units/acre
R	Residential  	<i>Residential development as currently being implemented.</i>	
R-1	Low Density	n/a	1 to 3 units/acre
R-2	Low-Medium Density	n/a	4 to 6 units/acre
R-3	Medium Density	n/a	7 to 10 units/acre
R-4	High Density	n/a	11 to 16 units/acre

Shared Solution Workshop #4 – Land Use

September 4, 2014

Workshop Notes



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General Session Notes:

1. Dan Adams welcomed the group
2. Randy Jefferies provided an overview of the purpose of the meeting, noting that the main purpose was to see what land use changes could become part of the Shared Solution Alternative.
3. Roger Borgenicht provided an overview of the 6 primary concepts for the Shared Solution Alternative (boulevard roadways, compact/mixed-use developments, incentivized transit, connected/protected bikeways, ramp metering on I-15, I-15 overpasses)
4. Randy Jefferies provided an overview of the current roadway and transit improvements proposed as part of the Shared Solution Alternative. Map copies of the Shared Solution Alternative were distributed to meeting attendees.
5. Land Use and Transportation Panel Presentations
 - a. Christie Oostema – Envision Utah
 - i. Mentioned tools available from Envision Utah and previous successful projects in Utah
 - b. Reid Ewing – University of Utah
 - i. 3 ideas
 1. Can't pave your way out of congestion
 2. Travel is a derived demand
 3. Land Use and Transportation are not coordinated very well
 - ii. WDC needs to have 2 future land use plans/patterns
 1. One for LU with WDC
 2. One for LU without WDC (with a Shared Solution or No-Build Alternative)
 - c. Ted Knowlton - WFRC
 - i. Wasatch Choice 2040 is current WFRC program that is trying to incorporate some of these ideas
 - ii. Ultimately market guides changes to existing development
 - iii. Where is market headed up here?
 - d. Stephen James – Kennecott Land
 - i. Gave an overview for Daybreak
 - ii. Noted Daybreak has around 7-16 units/acre, with townhome densities around 20 units/acre
 - iii. Master planning development helps build sense of place
 - e. Q&A
 - i. Reid Ewing – mixed use developments and destinations help decrease VMT.
 - ii. How to deal with existing development?
 1. Reid Ewing – existing commercial properties would be the areas most likely to have redevelopment. Residential areas take longer to redevelop.
 2. With WDC you would expect more new development in western areas, with No-Build or Shared Solution, you would expect more redevelopment in eastern areas.

Shared Solution Workshop #4 – Land Use

September 4, 2014

Workshop Notes



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3. Ted Knowlton – no easy answer for this. Ultimately the market will decide what if any changes occur.
- iii. Jobs/Housing balance is important factor for decreasing VMT. If it is all houses with no jobs, this increases VMT.
6. Breakout Groups
 - a. Weber County (West Haven, Roy, Hooper)
 - i. Roy
 1. is already mostly built out, has currently seen very little redevelopment
 2. Existing older commercial areas along SR 126 or SR 97 could potentially have a higher probability of redeveloping in the next 20 years.
 3. D&RG trail currently terminates at Hinckley Drive (not shown on map)
 4. New trail from D&RGW to Weber River (1800 South) will be built by 2015
 - ii. West Haven
 1. Currently finishing environmental study on 4000 South from SR 108 to 5100 West. Will be a five-lane arterial. Has construction funding. Likely build in the next 2 years. Makes sense to extend 4000 South boulevard community westward to 4700 West.
 2. Walmart and 50 acre commercial area is planned for the 4000 South/SR 108 intersection.
 3. Main need is for better east-west transportation connections to I-15 and across I-15 to Riverdale and Falcon Hill development.
 4. Don't anticipate much change to land uses in West Haven from WDC or a SSA. Very little interest from public or property owners for higher density development in western parts of West Haven.
 - iii. Stephen James
 1. More crossings across D&RGW and UTA/UPRR railroads potentially could help relieve congestion on 5600 South and 1800 North in Roy.
 2. One-mile north/south intervals for planned boulevard communities are too spread out. Redistribution to more east/west routes would provide improved mobility over widening major arterials (5600 South, 1800 North)
 - b. Clearfield/Sunset/Clinton
 - i. Antelope – Boulevard needs to go farther west.
 - ii. Sunset- Already zoned commercial on 1800 North/I-15
 1. Would bring more revenue. Positive thing.
 2. Mayor wants transit stop at 1300 North
 - iii. Clinton – 2000 West is not likely to be redeveloped. Building there now.
 - iv. Sunset – Reasonable to assume State Street will need to be redeveloped eventually
 - v. Clearfield- 300 North not going to be 4 lanes

Shared Solution Workshop #4 – Land Use

September 4, 2014

Workshop Notes



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- vi. SR-193 – TC-3 designation
 - vii. Clearfield – Antelope/1000 West is limited by power lines.
 - 1. Boulevard on south side – BC-1
 - viii. Trail planned along power corridor
 - ix. Clearfield – Max density is 20 units per acre
 - x. Clinton – Has not multi-family ordinance. Density max is 6 units per acre
 - xi. Community member don't want high density
 - 1. Changing land use would require public hearing
 - xii. Sunset – Max density is probably 5 units per acre
 - xiii. Clinton/Clearfield – We are built out now. There is nowhere to build
 - xiv. Redevelopment in Sunset is probably not going to be multi-family on top of single family
 - xv. Job generators – can't see it in sunset.
 - 1. Freeport
 - c. Syracuse/West Point
 - i. WDC is the boulevard
 - ii. Reduce VMT but boulevard community increases people driving cars
 - iii. People don't like density
 - iv. How do you get jobs without a road?
 - v. Build WDC but with boulevard characteristics
 - vi. Boulevard east of 2000 West will never be able to meet the needs of those west of 2000 West.
 - vii. People want both boulevard communities and WDC
 - viii. 15 years until 30 units per acre is acceptable. But, in the meantime, all the open land is filled in.
 - ix. If boulevard communities are chosen as the preferred alternative, then the project funding goes to this new project. Challenge of timing of is being funded and city land use changes.
 - x. Kaysville without WDC fails
 - xi. Doesn't need to be a freeway, a parkway works just fine.
 - xii. Layton
 - 1. Impacted by Syracuse traffic to I-15
 - 2. Want WDC
 - 3. 70 homes impacted if have boulevard
 - d. Farmington/Kaysville/Layton
 - i. Shared Solution Alternative won't require a lot of land use changes
 - ii. I-15 Shepard Lane Interchange is still needed, regardless of the decision
 - iii. Kaysville needs a west corridor option. Don't see how anything else can work without it
 - iv. Node already at 200 North/SR 273
 - v. Kaysville allows 0-15 units per acre
7. Large Group Debrief
- a. Farmington
 - i. Not much land use change from SSA.
 - ii. Still need I-15/Shepard Lane interchange under any scenario
 - b. Kaysville

Shared Solution Workshop #4 – Land Use

September 4, 2014

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- i. Still need WDC in some form on west side of Kaysville. Thinks any other alternative would fail without a WDC.
 - ii. Already have a node at 200 North/SR 273
 - iii. Do not anticipate any land use changes with Shared Solution Alternative
 - iv. Kaysville allows 0-15 units/acre
- c. Layton
 - i. Have a planned business node at 2700 West/WDC interchange. This would likely change without the WDC.
 - ii. Had a village center planned last year in West Layton that was voted down by referendum by the residents of Layton who only wanted single family land use. Residents noted that they only wanted multi-family or mixed use in downtown areas.
 - iii. Syracuse traffic uses Layton roads and this will continue to get worse without a WDC facility out west. Layton has been planning land use around the WDC.
 - iv. Layton needs increased parking and bus access to the FrontRunner station.
 - v. Mixed use is planned for an area on West Hill Field Road.
- d. Syracuse
 - i. SSA would have low-moderate probability of having TC-1 land use around Antelope Drive and 1000 West.
 - ii. SSA would have a low-moderate probability of having Main Street 0.5 land use around the Antelope Drive/2000 West intersection.
 - iii. SR 193 extension area between 2000 West and 3000 West is best opportunity for trying to create jobs/employment centers. Higher probability of this happening.
 - iv. Don't think a boulevard on SR 108 (2000 W) would change the land use west of SR 108.
 - v. Still need a roadway facility on Bluff Road or WDC.
- e. Clearfield
 - i. 1000 West/Antelope could be TC-1 with a low-density boulevard
 - ii. Overpass into Freeport Center from UTA FrontRunner Station would be big benefit
 - iii. Medium density boulevard with medium density node at SR 193/SR 126 could be possible.
 - iv. Medium-density boulevard on SR 126 could extend up to 300 North.
 - v. I-15/650 North interchange needs improvement. Very congested already.
 - vi. Could be good opportunity for a node with higher density land use around the WSU-Davis campus on Hill Field Road/SR 193.
- f. West Point
 - i. It is tough to have any nodes in West Point.
 - ii. Any node/land uses would be TC low density if anything.
 - iii. Job center opportunity at SR 193/SR 108 intersection (same comment as Syracuse)
 - iv. Still need a new higher functional class transportation facility out west with or without WDC.

Shared Solution Workshop #4 – Land Use

September 4, 2014

Workshop Notes



WEST DAVIS
CORRIDOR

- v. Low probability of any land use changes in West Point from SSA since land uses are almost all residential currently.
- g. Clinton
 - i. Larger residential lots are the fact of life in western Davis County.
 - ii. TC-1 at 1000 W/1800 N with 4-5 units/acre is already existing. No change with SSA.
 - iii. TC-2 at 2000 W/1800 N with 4-5 units/acre is already existing. No change with SSA.
 - iv. No changes to land use in Clinton with or without WDC or SSA.
- h. Sunset
 - i. Sunset is already built out. Banking on Falcon Hill for new development.
 - ii. Potentially TC-2 land uses at Falcon Hill.
 - iii. Potentially TC-2 at I-15/1800 N/SR 26.
 - iv. Maybe some TOD around 1300 North if a FrontRunner Station is added in this location.
- i. Roy
 - i. Nodes already exist. Roy mostly already built out.
 - ii. Some existing commercial areas could potentially redevelop.
 - iii. Primary concerns are east-west mobility and getting on to I-15 and across I-15 to Riverdale.
 - iv. Crossings of D&RGW and UPRR/UTA railroads could potentially help improve east-west mobility in Roy.
- j. West Haven
 - i. New trail connection will be built next year connecting D&RGW Trail to Weber River.
 - ii. Areas further north of study area could be good boulevard candidates (2550 S).
 - iii. Better east-west connections to Riverdale are needed for western Weber County.
 - iv. Better east-west connections to I-15 are needed for western Weber County.
 - v. No real land use changes are expected in West Haven from SSA besides potential redevelopment of existing commercial areas around SR 108 – low to moderate probability.
- k. Hooper
 - i. Has sewer issues that are limiting their new development.
 - ii. Proposal for higher density housing recently failed in Hooper.

8. Next Steps

- a. Randy said that UDOT would meet with the Shared Solution coalition and WFRC to add the land use components of the Shared Solution Alternative to the roadway and transit components and refine the roadway or transit components based on the feedback from the cities at the meeting today.
- b. Tentative date for the next workshop would be sometime near the end of September. Goal is to have a draft of the Shared Solution Alternative for this next meeting.

APPENDIX F

Workshop 5 – Draft Shared Solution Alternative



Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Meeting Name: WDC Shared Solution Alternative Workshop – Alternative Finalization

Meeting Date: Thursday, September 25, 2014

Meeting Time: 2:00 – 4:30 PM

Location: Kaysville City Hall (23 East Center Street, Kaysville)

Agenda:

1. **Welcome and Introductions** – Brianne Olsen, TLG (5 minutes)
2. **Purpose of the Meeting** – Randy Jefferies, UDOT (10 minutes)
3. **Shared Solution Alternative Presentation** - Roger Borgenicht (1 hour)
 - Presentation
 - Question and Answer
4. **Break** – 5 minutes
5. **City Breakout Session To Discuss Shared Solution** – Brianne Olsen, TLG (1 hour)
 - Review maps and review categories
 - Debrief any revisions or changes

Breakout Session Question:

Does the map accurately reflect the input from your city for transit, roadway, and land use?

- If not, please identify any revisions.

6. **Next Steps** – Randy Jefferies, UDOT (20 minutes)


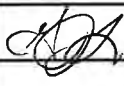


7. **Adjourn**





West Davis Corridor EIS
Shared Solution Alternative Workshop #5
September 25, 2014

Please sign in X

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Neff	The Langdon Group	
Andy Thompson	Kaysville	
Ann Floor	UBET	
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	
Ben Wuthrich	WFRC	
Betsy Herrmann	USFWS	
Beverley Macfarlane	Sunset	
Bill Wright	Layton	
Bob Stevenson	Layton, Mayor	
Boyd Davis	West Point	
Brandon Weston	UDOT	
Brian Moench	UT Phys. for Healthy Environ.	
Brianne Olsen	The Langdon Group	
Brody Bovero	Syracuse	
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Charles Allen	Inter Plan	
Chris Lizotte	UDOT	
Chris Montague	TNC	X
Christopher G. Davis	Roy	
Curt McCuistion	Syracuse	
Dan Adams	The Langdon Group	
Dave Millheim	Farmington	
David Peterson	Farmington	X
Davie Thompson	Avenue Consultants	

Deb Sigman	Breathe Utah	
Dennis Cluff	Clintonr	
DJ Williams	Utah Waterfowl Association	
Don Lever	UBET	
Eric Anderson	Farmington	
Eric Rasband	UDOT	
Erik Craythorne	West Point	
Glenn Bronson	Utah Airboat Association	
GJ LaBonty	UTA	
Greg Scott	WFRC	
Heather Dove	Great Salt Lake Audubon	
Heather Dove	GSL Audubon	
Ivan Hooper	Avenue Consultants	
J.J. Allen	Clearfield	
Jan Zogmaister	Weber County	
Jared Hall	Roy	
Jared Hall	Roy	
Jason Steed	Citizens for Better Syracuse	
Jayson Clough	Horrocks	
Jeff Bilsky	Utah Birders	
Jeff Harris	UDOT	
Jen Fowler	The Langdon Group	
Jenny Schow	Syracuse	
Jim Talbot	Farmington	
John Bittenob	HDR	
John Gleason	UDOT	
John Larsen	WFRC	
John Petroff	Davis County	
John Thacker	Kaysville	
John Urbanic	USACE	
Josh King	The Langdon Group	
Josh Noble	Utah Mud Motors	
Judy	Hooper	
Julia McCarthy	EPA	
Karen Hamilton	EPA	
Kathy Van Dame	Wasatch Clean Air Coalition	
Kevin Kilpatrick	HDR	
Kevin Snow	Sunset	
Kirk Robinson	Western Wildlife	

Korry Green	Hooper	
Kris Peterson	UDOT	
Kyle Laws	West Point	
Leigh Gibson	Intrepid	
Leona Dalley	UDOT	
Leslie Duersch	UBET	
Linda Youngbell	Sunset	
Lynn de Freitas	FRIENDS of Great Salt Lake	
Lynn Vinzant	Clinton	
Madison Sehlke	The Langdon Group	
Mark Shepherd	Clearfield	
Matt Sibul	UTA	
Michael Brown	Technical Advisor	
Mike Gailey	Syracuse	
Mike McBride	Glen Eagle Golf Course	
Mike Seely	Horrocks	
Mike Weland	URMCC	
Mitch Adams	Clinton	
Ned Hacker	WFRC	
Noah Steele	Syracuse	
Norm Marshall	Technical Advisor	
Pam Krammer	DWR	
Paul Beaudet	Western Wildlife Conserv.	
Paul Ziman	FHWA	
Peter Matson	Layton City	
Phil Strobel	EPA	
Randy Jefferies	UDOT	
Reid Ewing	Technical Advisor	
Renae Widdison	UBET	
Rex Harris	UDOT	
Richard Mingo	URMCC	
Rob Dubuc	Western Resource Advocates	
Robert Grow	Envision Utah	
Robert Whiteley	Syracuse	
Roger Borgenicht	UBET	
Roger Borgenicht	UBET	
Ron Mortimer	Horrocks	
Russ Robertson	FHWA	
Scott Festin	WFRC	
Scott Hess	Clearfield, Planner	✓

Scott Stevenson	Sunset	
Sean Wilkinson	Weber County	
Shane Marshall	UDOT	
Sharon Bolos	West Haven	
Sherrie Christensen	Syracuse	
Steve Anderson	West Haven	
Steve Erickson	Utah Audubon Council	
Steve Hiatt	Kaysville	
Steve Parkinson	Roy City	
Steven Lord	Horrocks	
Ted Knowlton	WFRC	
Terry Palmer	Syracuse	
Tim Rodee	Citizens for a Better Syracuse	
Tim Wagner	Sierra Club ^{UTAH Physicians for HEALTHY Environment}	
Vince Izzo	HDR	
Wayne Martinson	National Audubon Society	
Willard Cragun	Roy, Mayor	
Woody Woodruff	Layton	
Yaeko Bryner	Friends of the Great Salt Lake	
Zach Frankel	Utah Rivers Council	
	Utah Mud Motor Association	
	National Audubon Society	
Justin Morgan	Federal Highway Administration	X
Brett Evans	Farmington	
Chad Mullins	Bike Utah	
LINDA JOHNSON	LWU SL + BREATHE	
Todd Jensen	Save Farmington	X
Christine Mikkelsen	Save Farmington	
Eric Anderson	fa	

twagneruphe@gmail.com
801-502-15450

JUSTIN.MORGAN@DOT.GOV



**West Davis Corridor EIS
Shared Solution Alternative Workshop #5
September 25, 2014**

Please sign in **X**

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Neff	The Langdon Group	
Andy Thompson	Kaysville	X
Ann Floor	UBET	
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	
Ben Wuthrich	WFRC	
Betsy Herrmann	USFWS	
Beverley Macfarlane	Sunset	X
Bill Wright	Layton	X
Bob Stevenson	Layton, Mayor	X
Boyd Davis	West Point	X
Brandon Weston	UDOT	
Brian Moench	UT Phys. for Healthy Environ.	
Brianne Olsen	The Langdon Group	
Brody Bovero	Syracuse	X
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Charles Allen	Inter Plan	
Chris Lizotte	UDOT	
Chris Montague	TNC	
Christopher G. Davis	Roy	
Curt McCuistion	Syracuse	
Dan Adams	The Langdon Group	
Dave Millheim	Farmington	X
David Peterson	Farmington	
Davie Thompson	Avenue Consultants	

Deb Sigman	Breathe Utah	
Dennis Cluff	Clintonr	
DJ Williams	Utah Waterfowl Association	
Don Lever	UBET	
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Eric Rasband	UDOT	
Erik Craythorne	West Point	
Glenn Bronson	Utah Airboat Association	
GJ LaBonty	UTA	
Greg Scott	WFRC	
Heather Dove	Great Salt Lake Audubon	X
Heather Dove	GSL Audubon	
Ivan Hooper	Avenue Consultants	X
J.J. Allen	Clearfield	
Jan Zogmaister	Weber County	
Jared Hall	Roy	
Jared Hall	Roy	
Jason Steed	Citizens for Better Syracuse	
Jayson Clough Cluff	Horrocks	X
Jeff Bilsky	Utah Birders	
Jeff Harris	UDOT	
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Jenny Schow	Syracuse	
Jim Talbot	Farmington	
John Bittenob	HDR	
John Gleason	UDOT	
John Larsen	WFRC	
John Petroff	Davis County	
John Thacker	Kaysville	
John Urbanic	USACE	X
Josh King	The Langdon Group	
Josh Noble	Utah Mud Motors	
Judy	Hooper	
Julia McCarthy	EPA	
Karen Hamilton	EPA	
Kathy Van Dame	Wasatch Clean Air Coalition	
Kevin Kilpatrick	HDR	X
Kevin Snow	Sunset	
Kirk Robinson	Western Wildlife	

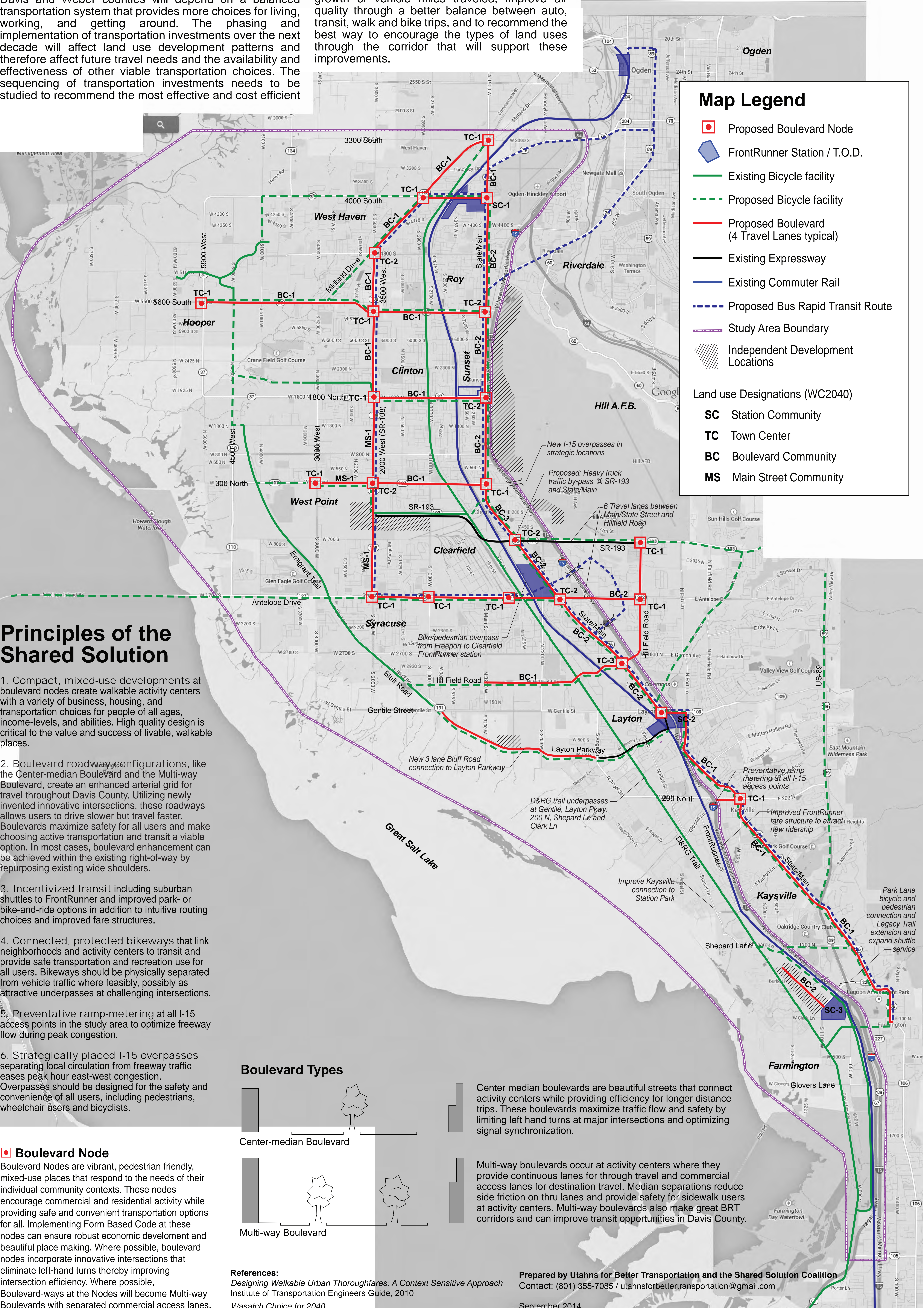
Korry Green	Hooper	
Kris Peterson	UDOT	
Kyle Laws	West Point	X
Leigh Gibson	Intrepid	
Leona Dalley	UDOT	
Leslie Duersch	UBET	
Linda Youngbell	Sunset	
Lynn de Freitas	FRIENDS of Great Salt Lake	X
Lynn Vinzant	Clinton	
Madison Sehlke	The Langdon Group	
Mark Shepherd	Clearfield	
Matt Sibul	UTA	
Michael Brown	Technical Advisor	h2
Mike Gailey	Syracuse	
Mike McBride	Glen Eagle Golf Course	
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Mike Weland	URMCC	
Mitch Adams	Clinton	
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Rex Harris	UDOT	
Richard Mingo	URMCC	X
Rob Dubuc	Western Resource Advocates	
Robert Grow	Envision Utah	
Robert Whiteley	Syracuse	
Roger Borgenicht	UBET	X
Roger Borgenicht	UBET	
Ron Mortimer	Horrocks	
Russ Robertson	FHWA	
Scott Festin	WFRC	+
Scott Hess	Clearfield, Planner	

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Proposal for a Shared Solution for Livability and Mobility in West Davis and Weber Counties

A Shared Solution for future livability and mobility in Davis and Weber counties will depend on a balanced transportation system that provides more choices for living, working, and getting around. The phasing and implementation of transportation investments over the next decade will affect land use development patterns and therefore affect future travel needs and the availability and effectiveness of other viable transportation choices. The sequencing of transportation investments needs to be studied to recommend the most effective and cost efficient

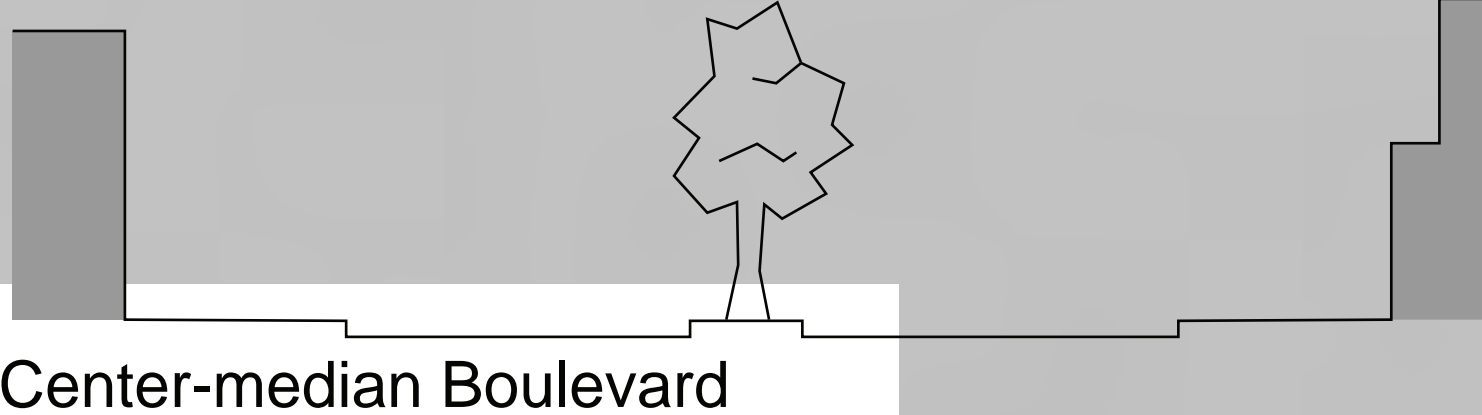
way to meet future travel need, reduce the rate of growth of vehicle miles traveled, improve air quality through a better balance between auto, transit, walk and bike trips, and to recommend the best way to encourage the types of land uses through the corridor that will support these improvements.



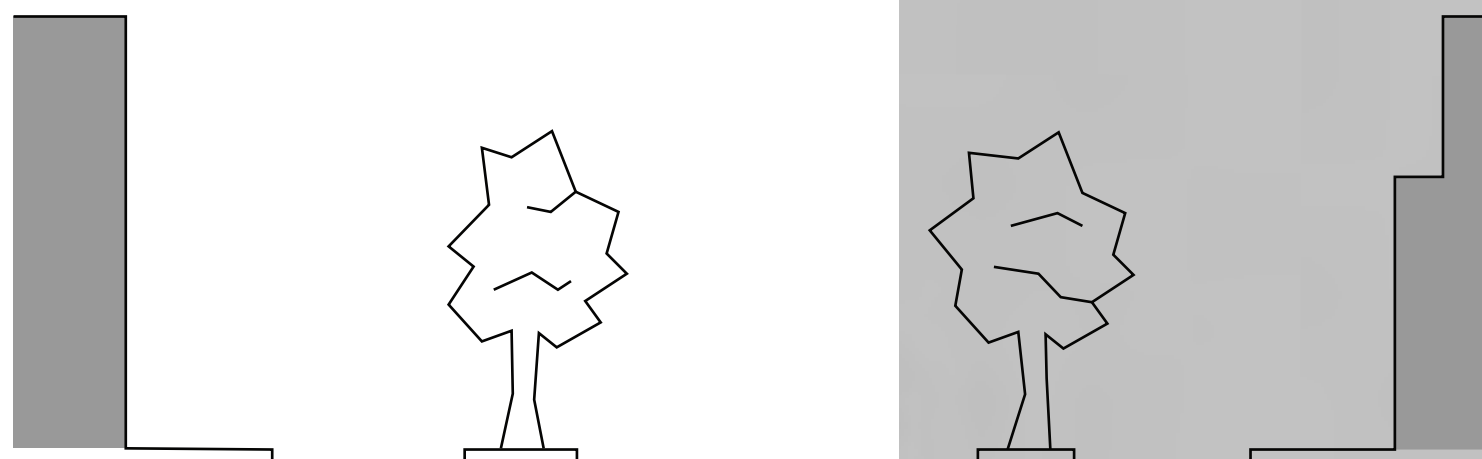
Principles of the Shared Solution

1. Compact, mixed-use developments at boulevard nodes create walkable activity centers with a variety of business, housing, and transportation choices for people of all ages, income-levels, and abilities. High quality design is critical to the value and success of livable, walkable places.
2. Boulevard roadway configurations, like the Center-median Boulevard and the Multi-way Boulevard, create an enhanced arterial grid for travel throughout Davis County. Utilizing newly invented innovative intersections, these roadways allows users to drive slower but travel faster. Boulevards maximize safety for all users and make choosing active transportation and transit a viable option. In most cases, boulevard enhancement can be achieved within the existing right-of-way by repurposing existing wide shoulders.
3. Incentivized transit including suburban shuttles to FrontRunner and improved park- or bike-and-ride options in addition to intuitive routing choices and improved fare structures.
4. Connected, protected bikeways that link neighborhoods and activity centers to transit and provide safe transportation and recreation use for all users. Bikeways should be physically separated from vehicle traffic where feasibly, possibly as attractive underpasses at challenging intersections.
5. Preventative ramp-metering at all I-15 access points in the study area to optimize freeway flow during peak congestion.
6. Strategically placed I-15 overpasses separating local circulation from freeway traffic eases peak hour east-west congestion. Overpasses should be designed for the safety and convenience of all users, including pedestrians, wheelchair users and bicyclists.

Boulevard Types



Center-median Boulevard



Multi-way Boulevard

Center median boulevards are beautiful streets that connect activity centers while providing efficiency for longer distance trips. These boulevards maximize traffic flow and safety by limiting left hand turns at major intersections and optimizing signal synchronization.

Multi-way boulevards occur at activity centers where they provide continuous lanes for through travel and commercial access lanes for destination travel. Median separations reduce side friction on thru lanes and provide safety for sidewalk users at activity centers. Multi-way boulevards also make great BRT corridors and can improve transit opportunities in Davis County.

References:
Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
Institute of Transportation Engineers Guide, 2010
Wasatch Choice for 2040

Prepared by Utahns for Better Transportation and the Shared Solution Coalition
Contact: (801) 355-7085 / utahnsforbettertransportation@gmail.com

September 2014

Shared Solution Workshop #5

Finalize Alternative - September 25, 2014

Workshop Notes



- Brianne Olsen welcomed group to the meeting and reviewed agenda
- Randy Jefferies provided an overview of the meeting purpose and goals
- Shared Solution Coalition members each gave a brief presentation on their vision of the Shared Solution

Alternative:

- i. Roger Borgenicht
 - ii. Tim Wagner
 - iii. Mike Brown
 - iv. Renae Widdison
- Cities broke out into groups to review the details and maps of the Shared Solution Alternative and discuss possible modifications or changes
 - i. Does the map accurately reflect the input from your city for transit, roadway, and land use?
 - ii. Long Range Plan needs improvements
 - iii. Bluff Road – 2-lane road to 3-lane road at least, maybe more.
 - iv. Put together a map that shows the RTP and the Shared Solution
 - v. SR-193 is included in the current projects
 - vi. What aspects will be revised in the RTP if WDC is taken out?
 - vii. Don't want to impact farmland or the environment
 - viii. Land Use is changing over the next 25 years
 - ix. Single family residency in West Davis County – don't see that changing a lot
- Randy Jefferies reviewed the next steps in the process:
 - i. Finalize alternative with Shared Solution Coalition

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Shared Solution Workshop #5

Finalize Alternative - September 25, 2014

Workshop Notes



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- ii. Level 1 Screening and Evaluation will be done in the coming weeks
 - 1. Same screening criteria will be used as was used with other alternatives in the study
- iii. Will reconvene with group to present screening results
- Adjourn Meeting



September 25 2014

To: Randy Jefferies
From: G.J. LaBonty
Cc: Matt Sibul, Steve Meyer, Bruce Cardon, Kerry Doane, Christopher Chesnut

RE: **West Davis Corridor Shared Solution Alternative – Transit Discussion**

Background

Communities in West Davis County and West Weber County are currently working with the Utah Department of Transportation (UDOT) to develop a Shared Solution Alternative for the West Davis Corridor Study. The Shared Solution Alternative is intended to improve mobility through the region in order to address the growing population in the area. The Shared Solution is considering a combination of roadway, transit and land use ideas. In addition to improved mobility, these ideas are intended to also address the economic and air quality impacts and of the growth and attract new jobs to the area so that fewer residents are compelled to travel long distances (i.e. to Salt Lake City) for employment. These ideas were also explored recently and supported across the Wasatch Front in an effort referred to as the Wasatch Choice for 2040. Ideas such as Station Communities, Complete Street Boulevards and Transit Oriented Development are encouraged to help communities recognize that transit can play an important role in transportation mobility. This memo outlines several conceptual ideas that can potentially address mobility in the area and attract new riders by 2040.

Concepts

Below is a summary list of transit concepts that could be considered as part of the Shared Solution Alternative for the West Davis Corridor Study. These ideas would require significant additional research, analysis and ultimately funding support in order to initiate them. But these are generally ideas that UTA's staff believes would have some merit for the achieving the goals outlined in the Wasatch Choice for 2040 Vision.

It should be noted that that UTA can not officially endorse capital projects that are not presently represented on the Regional Long Range Transportation Plans (RTP), which are managed and adopted by the local Metropolitan Planning Organizations. Nor can UTA endorse corporate policy changes that have not been approved by the UTA Board of Trustees.

Fares

- **Distance-Based Fares** - Research and implement pilot projects on innovative fare structures to maximize ridership.
- **Pass Programs** – Research alternative pass programs, for instance, Transit Management Associations (TMA) which can often benefit residential communities or small businesses
- **Incentive Programs** – Research the options and success of programs for subsidized passes during poor air quality events, such as winter inversions along the Wasatch Front
- **Smart Cards** – Research options for ubiquitous electronic fare cards that every resident can have made available to them so that the decision to use transit is not based on understanding the fare structure or having cash available

Dedicated Routes

- **Bus Rapid Transit (BRT)** – Research cost effective alignments and routes for BRT service with high frequencies serving local communities. This mode could also be supported by partnerships with

UDOT for signal coordination and shared rights-of-way. Some corridors that could be studied include:

- Main/State between Clearfield Station and Layton Station
- Antelope Drive BRT from Syracuse to Layton Hills Mall
- 2000 West Enhanced Bus connecting the Ogden Intermodal Hub, Roy FrontRunner Station and Clearfield Intermodal hub.
- **Circulators** – Research and consider connections between destinations with short circulatory trips (i.e. transport from stations to work locations, shopping destinations, personal appointments etc.). Some of the destinations that these circulator may serve include:
 - Freeport Center
 - Hill Air Force Base/Falcon Hill
 - Layton Hills Mall

First Mile / Last Mile Solutions

- **Active Transportation Enhancements** – Research options to partner with communities to provide convenient and safe access to transit stations and bus stops. These could include:
 - Simple sidewalk improvements and way-finding signage and amenities
 - Planning multi-use trails and bikeways that connect to transit stations and stops
 - BikeShare/bike locker opportunities at FrontRunner Stations, and key stations on Bus/BRT routes
 - Bike/ped under/over passes at key (high traffic volume) intersections
 - Better bike connections crossing major arterials such as Antelope Drive, Highway 89 and I-15.

Intermodal Hubs

- Research options for the development of an intermodal hub at the Clearfield FrontRunner Station, easily accessible by all modes of transportation. Smaller secondary hubs could be considered at Layton Station, Roy Station, Farmington Station, and other locations where several routes and bike trails intersect

Enhanced Branding/Marketing

- Research options to help better identify UTA's products that are available in the communities.

Investments in FrontRunner Corridor

- Research options to increase headways and improve speeds in the corridor